

CONSTRUCTION NOTES:

1. A PRE-CONSTRUCTION MEETING WILL BE HELD PRIOR TO THE BEGINNING OF CONSTRUCTION.
2. UNDER NO CIRCUMSTANCES SHALL UTILITY SERVICE BE INTERRUPTED WITHOUT PRIOR AUTHORIZATION FROM AND COORDINATION WITH THE UTILITY OWNER.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH TOWN OF BLACKSBURG AND VDOT STANDARDS AND SPECIFICATIONS.
4. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE OWNER'S OFFICIALS PRIOR TO BEGINNING CONSTRUCTION.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH SEC. 59-1-406 ET SEQ. OF THE CODE OF VIRGINIA (OVERHEAD HIGH VOLTAGE LINES SAFETY ACT).
6. THE MOST RECENT OSHA TRENCHING STANDARDS SHALL APPLY ON THIS PROJECT.
7. THERE ARE NO KNOWN GRAVES, OBJECTS, OR STRUCTURES ON SITE MARKING PLACE OF HUMAN BURIAL.
8. ALL UTILITIES WILL BE VISUALLY INSPECTED BY THE TOWN'S INSPECTOR PRIOR TO BACKFILLING TRENCHES OR AROUND MANHOLE STRUCTURES.
9. A DIGITAL COPY OF THE SITE PLAN SHALL BE MADE AVAILABLE TO CONTRACTOR FOR STAKE OUT OF SITE IMPROVEMENTS AND FOR CONTROL PURPOSES.
9. PAVEMENT WORK WITHIN THE RIGHT-OF-WAY REQUIRES THE FOLLOWING INSPECTIONS:
 1. SUBGRADE PRIOR TO PLACEMENT OF BASE STONE
 2. BASE STONE PRIOR TO PLACEMENT OF PAVEMENT
 3. PAVEMENT
10. THIS PROJECT DOES NOT LIE WITHIN A FEMA DESIGNATED 100 YEAR FLOODPLAIN.

GENERAL NOTES:

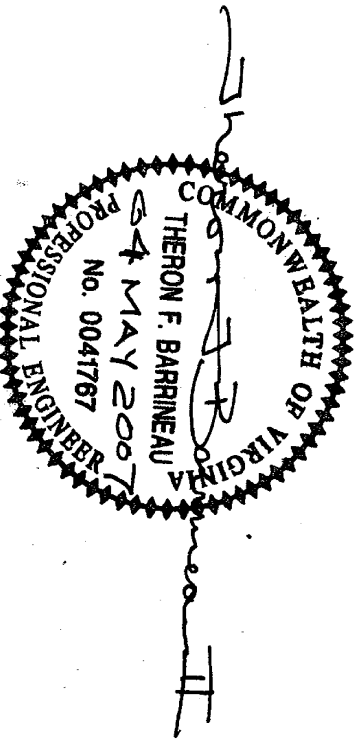
1. ALL EXISTING UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE AND DO NOT REPRESENT ALL UNDERGROUND UTILITIES OR SERVICE LINES. PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT "MISS UTILITY" (1-800-552-7001) TO HAVE ALL UNDERGROUND UTILITIES LOCATED AND MARKED.
2. THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION AND SEDIMENT CONTROL AS NEEDED IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK STANDARDS, LATEST EDITION.
3. THE SITEWORK FOR THE PROJECT SHALL MEET OR EXCEED THE "RETAIL STANDARD SITEWORK SPECIFICATIONS"
4. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.

PROJECT CONTACT LIST:

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|--|--|--|---|---|--|---|--|--|---|---|
| WATER:
TOWN OF BLACKSBURG
300 SOUTH MAIN STREET
POST OFFICE BOX 90003
BLACKSBURG, VIRGINIA 24060
(540) 961-1126
RANDY FORMICA
rformica@blacksburg.gov | WATER:
TOWN OF BLACKSBURG
300 SOUTH MAIN STREET
POST OFFICE BOX 90003
BLACKSBURG, VIRGINIA 24060
(540) 961-1126
MAT STOLTE
mstolte@blacksburg.gov | ELECTRIC:
VIRGINIA TECH ELECTRIC SERVICE
601 COUNTRY CLUB DRIVE, SW
BLACKSBURG, VA 24060
(540) 231-6437
ROBERT DELINGER
rdelinger@vt.edu | SANITARY SEWER:
TOWN OF BLACKSBURG
300 SOUTH MAIN STREET
POST OFFICE BOX 90003
BLACKSBURG, VIRGINIA 24060
(540) 961-1126
BODDY@blacksburg.net | ADDITIONAL COMMUNICATIONS
1415 S. MAIN STREET
BLACKSBURG, VIRGINIA 24060
BODDY, DEX
boddydex@blacksburg.net | GAS:
ATKINS ENERGY
PO BOX 1208
RADFORD, VA 24141
(540) 639-1190
MARK CRAIG
mark.craig@atkinsenergy.com | TELEPHONE:
VERIZON COMMUNICATIONS
2370 TYLER ROAD
FLOOR 2
CHRISTIANSBURG, VIRGINIA 24073
(540) 731-9806
KEITH KIRKNER
keith.e.kirchner@verizon.com | GEOTECHNICAL ENGINEER:
FROELICH & ROBERTSON, INC.
1734 SEIBEL DRIVE N.E.
ROANOKE, VIRGINIA 24012
(540) 344-7939
ANDY R. FRANK, P.E. | EROSION & SEDIMENT CONTROL:
TOWN OF BLACKSBURG
300 SOUTH MAIN STREET
POST OFFICE BOX 90003
BLACKSBURG, VIRGINIA 24060
(540) 961-1124
JAMES E. HENEGAR JR., P.E.
jhenegar@blacksburg.gov | PLANNING & ZONING:
TOWN OF BLACKSBURG
300 SOUTH MAIN STREET
POST OFFICE BOX 90003
BLACKSBURG, VIRGINIA 24060
(540) 961-1115
STEVE M. HUNDLEY, AICP
shundley@blacksburg.gov | TRAFFIC:
VIRGINIA DEPARTMENT OF TRANSPORTATION
108 CAMBRIA STREET
CHRISTIANSBURG, VA 24073
(540) 381-7210 |
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SITE PROFFERS:

1. KENNEDY AVENUE. THE DEVELOPER PROFFERS THE FOLLOWING CONDITIONS ALONG THE REAR LOT LINE BETWEEN THE SUBJECT PROPERTY AND THE KENNEDY AVENUE PROPERTIES (SPECIFICALLY DELINEATED ON THE SUBJECT PROPERTY PLAT AS 934.84' @ N 19°22'49" W, THE PROPERTIES COMMONLY KNOWN AS 1601, 1605, 1607, 1609, 1611, 1613, 1615, 1617, AND 1619 KENNEDY AVENUE)(SEE ATTACHED PROFFER PLAN, WHICH IS HEREBY INCORPORATED BY REFERENCE AND MADE PART OF THESE THE PROFFERS):
 - a. A PERMETER FENCE. DEVELOPER SHALL PROVIDE A CONTINUOUS OPAQUE PERMETER FENCE TO BE MAINTAINED BY THE DEVELOPER BEHIND THE ADJACENT RESIDENTIAL LOTS, THE KENNEDY AVENUE PROPERTIES AND THE VACANT LOT WITH PARCEL ID # 009022. MAP # 287-8A (THE "VACANT LOT"). THE DEVELOPER WILL ISSUE VARIOUS OPTIONS ON STYLE AND COLOR THAT SHALL BE APPROVED BY THE TOWN ENGINEER AFTER INPUT FROM THE ADJACENT HOMEOWNERS. THE DEVELOPER SHALL PROFFER VARIOUS OPTIONS, BASED UPON INPUT FROM THE ADJACENT HOMEOWNERS, FOR THE EXACT LOCATION OF THE FENCE WITHIN THE BUFFER YARD WHICH SHALL BE APPROVED BY THE TOWN ENGINEER. THIS FENCE SHALL BE CONSTRUCTED NO LATER THAN 60 DAYS AFTER GRADING OF THE LANDSCAPED BUFFER AREA ALONG THE FENCE-LINE IS COMPLETED AND THE GRADE STABILIZED.
 - b. A LANDSCAPED BUFFER AREA. DEVELOPER SHALL PROVIDE A 50' BUFFER YARD VEGETATED IN ACCORDANCE WITH TYPE C ARCHITECTURAL BUFFER REQUIREMENTS ALONG THE PROPERTY LINE WITH THE KENNEDY AVENUE PROPERTIES AND THE VACANT LOT. THE 50' BUFFER WIDTH SHALL BE MAINTAINED, AT A MINIMUM, PAST THE END-LINE OF THE LAST HOUSE ON KENNEDY AVENUE, 1619 KENNEDY AVENUE, ON THE CORNER WITH HUBBARD STREET, AND MAY THEREAFTER BE TAPERED IN WIDTH IF NECESSARY TO ALLOW THE CONNECTION TO KING/HUBBARD AS DETICED ON THE PROFFER PLAN. THE GRADING OF THE BUFFER SHALL NOT COME WITHIN TEN (10) FEET OF THE KENNEDY AVENUE PROPERTIES REAR LOT LINE. THE AVERAGE GRADE OF THE SLOPE WITHIN THE BUFFER YARD SHALL BE EXCEEDED TWO (2) FEET OF RISE FOR EACH FOOT OF DROP, AS DETICED IN THE PROFFER PLAN. THE BUFFER YARD SHALL BE MAINTAINED AS OPEN SPACE, WITH NO BUILDINGS OR STRUCTURES ALLOWED WITHIN THE BUFFER YARD. THE BUFFER YARD SHALL BE MAINTAINED AS OPEN SPACE, WITH NO BUILDINGS OR STRUCTURES ALLOWED WITHIN THE BUFFER YARD. THIS LANDSCAPED BUFFER AREA, AND THE RESTRICTIONS ON GRADING REFERENCED ABOVE, WILL ALSO CONTINUE ALONG THE PROPERTY LINE WITH THE VACANT LOT.
 - c. A MULTI-USE PATH. DEVELOPER WILL PLACE THE 15' MULTI-USE PATH CORRIDOR BEYOND THE INITIAL 50' BUFFER REFERENCED IN B, ALONG THE PROPERTY LINE OF THE KENNEDY AVENUE PROPERTIES AND THE VACANT LOT, AS DETICED ON THE PROFFER PLAN.
 - d. VEHICULAR TRAFFIC RESTRICTION BEHIND BUILDINGS. DEVELOPER SHALL NOT DEVELOP OR ALLOW ANY VEHICULAR PARKING OR DRIVEWAYS BETWEEN THE EXTERIOR WALL OF THE FIRST BUILDING OR BUILDINGS FACING THE KENNEDY AVENUE PROPERTIES REAR LOT LINE AND THE BUFFER YARD REFERENCED IN B, ABOVE, EXCEPT FOR THE LIMITED ACCESS PASSED ALLEYWAY REQUIRED FOR FIRE AND EMERGENCY ACCESS (AS DETICED IN THE PROFFER PLAN). THIS ACCESS ALLEYWAY SHALL ALSO BE ACCESSIBLE FOR TENANT MOVE-IN AND MOVE-OUT, BUT SHALL NOT BE USED BY MOTORIZED VEHICLES FOR REGULAR DELIVERIES OR TRASH PICK-UP TO THESE BUILDINGS, WHICH SHALL BE LIMITED TO THE MASONRY WALLED SERVICE COURTYARD REFERENCED IN F., BELOW. THE ENTRANCE TO THE WALLED SERVICE COURTYARD BY MOTORIZED VEHICLES SHALL BE LOCATED PAST THE NORTHERN END OF THE KENNEDY AVENUE PROPERTIES, AND MOTORIZED VEHICLE ACCESS TO THE ENTRANCE SHALL BE LIMITED TO THE ACCESS ROAD OR ALLEY COMING FROM THE NORTH, AND NOT VIA THE PORTION OF THE ACCESS ALLEYWAY BEHIND THE KENNEDY AVENUE PROPERTIES. DEVELOPER SHALL REQUIRE ALL TENANT LEASES AND CONTRACTS WITH REFUSE REMOVAL SERVICES TO PROHIBIT COMMERCIAL DELIVERIES AND PICK-UPS FROM THE SERVICE COURTYARD BEHIND THE KENNEDY AVENUE PROPERTIES, INCLUDING TRASH PICK-UP, BEFORE SEVEN (7) A.M. AND AFTER NINE (9) P.M. (EXCEPT FOR TENANT MOVE-IN AND MOVE-OUTS).
 - e. TRAFFIC RESTRICTION ALONG PROPERTY LINE. DEVELOPER SHALL NOT CREATE ANY CONTINUOUS CROSS STREETS CONNECTING COUNTRY CLUB DRIVE TO HUBBARD STREET, OR ANY PUBLIC ACCESS ROADS, BETWEEN THE FIRST BUILDING BEYOND THE REAR LOT LINE OF THE KENNEDY AVENUE PROPERTIES AND THE LANDSCAPED BUFFER AREA.
 - f. ADDITIONAL BUILDING SETBACKS. DEVELOPER SHALL CONSTRUCT NO BUILDINGS WITHIN THE FIRST 100' BEHIND THE KENNEDY AVENUE PROPERTIES, BUT ONE MASONRY WALLED SERVICE COURTYARD MAY EXTEND BEYOND THE BUILDING LINE NO MORE THAN THIRTY FEET (30'), AS DETICED ON THE PROFFER PLAN. ALL TRASH ROOMS WILL BE INTERIOR TO THE BUILDINGS WHICH ARE LOCATED BEHIND THE KENNEDY AVENUE PROPERTIES.
 9. LIMITATION ON BUILDING HEIGHT. DEVELOPER SHALL LIMIT ALL BUILDINGS IN THE NEXT 100' BEHIND THE KENNEDY AVENUE PROPERTIES TO A MAXIMUM BUILDING HEIGHT THAT DOES NOT EXCEED EITHER: (1) AN ELEVATION OF 21'48"; OR (2) TWENTY FEET (20') ABOVE THE EXISTING GRADE AT THE PROPERTY LINE ALONG THE KENNEDY AVENUE PROPERTIES, AS DETICED ON THE PROFFER PLAN.
 - h. ADDITIONAL PROTECTION AROUND VACANT LOT. DEVELOPER SHALL CONSTRUCT MASONRY WALLS AROUND ANY REFUSE DUMPSTERS WITHIN 100 FEET OF THE PROPERTY LINE BETWEEN THE VACANT LOT AND PARCEL 13, AND AFTER NINE (9) P.M. (EXCEPT FOR TENANT OR OWNER MOVE-IN AND MOVE-OUTS). DEVELOPER SHALL NOT LOCATE ANY STREETS CONNECTING COUNTRY CLUB DRIVE TO HUBBARD STREET IN THE AREA SEPARATING THE PROPERTY LINE BETWEEN THE VACANT LOT AND PARCEL 13 FROM THE CLOSER OF: (1) THE FIRST BUILDING BEYOND THE SAID PROPERTY LINE; OR (2) A DISTANCE OF 150' FROM SAID PROPERTY LINE. DEVELOPER MAY LOCATE PARKING WITHIN THIS AREA, SUCH AS LIMITING PARKING IN THIS AREA TO EMPLOYEES OR RESIDENTS, CONSTRUCTING SPEED BUMPS, LANDSCAPED LOT DIVIDERS, AND/OR SUCH OTHER ACCESS RESTRICTIONS AS MAY BE APPROVED BY THE TOWN ENGINEER TO DISCOURAGE SUCH THROUGH TRAFFIC.
 2. COUNTRY CLUB DRIVE. THE DEVELOPER PROFFERS THE FOLLOWING CONDITIONS ALONG THE SIDE LOT LINE BETWEEN THE SUBJECT PROPERTY AND COUNTRY CLUB DRIVE (SEE ATTACHED PROFFER PLAN).
 - a. ADDITIONAL BUILDING SETBACKS. DEVELOPER SHALL EXPAND THE TO ZONING SETBACK CURRENTLY ESTABLISHED ALONG THE COUNTRY CLUB DRIVE FRONTAGE TO CREATE A TOTAL OF 25' ZONING SETBACK.
 - b. LIMITATION ON BUILDING HEIGHT. DEVELOPER SHALL LIMIT ALL BUILDINGS WITHIN 100' FEET OF COUNTRY CLUB DRIVE TO A MAXIMUM BUILDING HEIGHT OF FIFTY FEET (50'), OR TO AN ELEVATION OF 21'64, WHICHEVER IS GREATER.
 - c. ADDITIONAL LANDSCAPED BUFFER. DEVELOPER SHALL PRESERVE THE EXISTING VEGETATIVE BUFFER, OR CREATE A BUFFER IN ACCORDANCE WITH TYPE C ARCHITECTURAL BUFFER REQUIREMENTS WHERE THE EXISTING VEGETATED BUFFER DOES NOT MEET THE REQUIREMENTS OF THE CODE IN A 1100' RADIIUS MEASURED FROM THE NORTHWEST CORNER OF THE PARCEL, IDENTIFIED AS TAX MAP 287-A-41-A (THE "COUNTRY CLUB PARCEL"), AS DETICED ON THE PROFFER PLAN. AS DETICED, THE MULTI-USE PATH MAY BE LOCATED WITHIN THIS BUFFER. THIS AREA SHALL HAVE NO BUILDINGS AND NO PARKING.
 3. MARGARET BECKS ELEMENTARY SCHOOL. THE DEVELOPER PROFFERS THE FOLLOWING CONDITIONS ALONG THE REAR LOT LINE BETWEEN THE SUBJECT PROPERTY AND THE MARGARET BECKS ELEMENTARY SCHOOL (SEE ATTACHED PROFFER PLAN).
 - a. A PERMETER FENCE. DEVELOPER SHALL CONTINUE AND CONNECT TO THE EXISTING PERMETER FENCE, WITH THE PERMISSION OF THE MONTGOMERY COUNTY SCHOOL BOARD, THE SUBJECT PROPERTY AND THE MARGARET BECKS ELEMENTARY PROPERTY AND REPAIR OR REPLACE ANY MISSING OR DAMAGED SECTIONS WITH LIKE MATERIALS. THE CONTINUED FENCE SHALL EXTEND NORTHWARD TO CONNECT TO THE EXISTING FENCE ALONG COUNTRY CLUB DRIVE, AND IT SHALL CONTINUE SOUTHWARD TO THE SOUTHERN BOUNDARY OF THE SCHOOL PROPERTY.
 - b. A VEGETATIVE BUFFER. DEVELOPER SHALL PRESERVE NO LESS THAN 50' OF THE EXISTING VEGETATIVE BUFFER OR CREATE A BUFFER IN ACCORDANCE WITH TYPE C ARCHITECTURAL BUFFER REQUIREMENTS WHERE THE EXISTING BUFFER DOES NOT MEET THE REQUIREMENTS OF THE CODE.
 4. A CONNECTION TO THE KENNEDY AVENUE PERMETER FENCE. THE DEVELOPER SHALL CONNECT THIS FENCE TO THE FENCE BEHIND THE KENNEDY AVENUE RESIDENCES.
 5. INTERCONNECTIVITY THROUGHOUT THE NEIGHBORHOOD. DEVELOPER PROFFERS TO PROVIDE A CONTINUOUS MULTI-USE PATH FROM HUBBARD STREET TO COUNTRY CLUB DRIVE SO AS TO PROVIDE PEDESTRIAN AND BIKEWAY DEVELOPER WILL NOT CONNECT THE MULTI-USE PATH TO KENNEDY STREET OR EAST-WEST TERRACE, OR EXIST VIEW TERRACE BE EXTENDED TO CONNECT TO THE DEVELOPMENT.
 5. RESTRICTED USES. DEVELOPER PROFFERS THAT THE FOLLOWING USES AND STRUCTURES SHALL NOT BE PERMITTED: ADULT ENTERTAINMENT ESTABLISHMENTS; ADULT STORES; AUTOMOBILE REPAIR SERVICES; CAR WASHES; GASOLINE STATIONS; FUNERAL HOMES; COMMERCIAL KENNEL; PAWN SHOPS.
 6. TRADITIONAL NEIGHBORHOOD DESIGN. THE DEVELOPER PROFFERS THAT ALL SITE PLANS SHALL CONFORM WITH THE FOLLOWING PRINCIPAL ELEMENTS OF "TRADITIONAL NEIGHBORHOOD" DESIGN:
 - a. ALL BUILDINGS IN THE DEVELOPMENT SHALL BE CONNECTED TO OTHERS IN THE DEVELOPMENT VIA THE MULTI-USE PATH AND/OR SIDEWALKS.
 - b. RETAIL AND COMMERCIAL STRUCTURES WILL HAVE THEIR FRONTAGE ON ANY STREET CHANGED IN ONE OR MORE OF THE FOLLOWING ELEMENTS NOT MORE THAN EVERY SIXTY (60) FEET:
 - (1) SETBACK FROM STREET OR SIDEWALK; AND/OR
 - (2) FACING MATERIALS (WHICH SHALL BE DERIVED AS THE SURFACE MATERIAL COVERING A MAJORITY OF THE FRONTAGE AREA, TYPICALLY BRICK, BLOCK STUCCO OR SIDING), AND/OR
 - (3) THE COLOR OF THE MATERIAL THAT IS COVERING THE MAJORITY OF THE FRONTAGE AREA; AND/OR
 - (4) EITHER THE DOMINANT ROOF LINE, HEIGHT OR PITCH, OR THE USE OF DIFFERENT DORMER WINDOW SHAPES ON THE ROOF.
 - c. THE DEVELOPMENT WILL HAVE A DISCERNIBLE CENTER. THIS WILL BE EITHER:
 - (1) A PLAZA; OR
 - (2) A LANDSCAPED SQUARE, GREEN, OR PROMENADE WITH PUBLIC SEATING AREAS; OR
 - (3) A STREET CORNER BUILDING, BUILDING OR RESTAURANT AND OTHER PUBLIC SEATING AREAS.
 - d. A STREET CORNER BUILDING, BUILDING OR RESTAURANT AND OTHER PUBLIC SEATING AREAS.
 - d. STREETS WITHIN THE DEVELOPMENT SHALL BE CONNECTED TO BUILDINGS OR ALONG ACCESS DRIVES) WILL BE BROKEN UP INTO FOUR OR MORE LANDSCAPED SUB-LOTS.
 - e. PARKING AREAS (OTHER THAN PARKING IN THE ROW DIRECTLY ADJACENT TO BUILDINGS OR ALONG ACCESS DRIVES) WILL BE LIMITED TO THE FOLLOWING:
 - (1) ONE ENTRANCE AND EXIT ON KING STREET/HUBBARD STREET; AND
 - (2) ONE ENTRANCE AND EXIT ON COUNTRY CLUB DRIVE. ANY NEW EXIT ONTO COUNTRY CLUB DRIVE FROM THE REZONED PARCELS SHALL BE DESIGNATED AS RIGHT TURN ONLY AND LEFT TURNS EXITING ONTO COUNTRY CLUB DRIVE SHALL BE PROHIBITED.
 7. RESIDENTIAL DENSITY. DEVELOPER WILL LIMIT TOTAL RESIDENTIAL DENSITY ON PARCELS, 10, 11, 12 AND 13 TO NO MORE THAN 27 BEDROOMS PER ACRE. DEVELOPER WILL LIMIT THE TOTAL RESIDENTIAL DENSITY ON THE PARCEL, IDENTIFIED AS TAX MAP 287-A-41-A, WHICH IS 14.8 ACRES IN SIZE MORE OR LESS (THE "COUNTRY CLUB PARCEL") TO NO MORE THAN FOUR HUNDRED (400) BEDROOMS. TOTAL RESIDENTIAL DENSITY SHALL NOT EXCEED 48 BEDROOMS PER ACRE ON ANY PARCEL RESULTING FROM A SUBDIVISION OF THE COUNTRY CLUB PARCEL. THE SUBDIVISION PLAT AND ANY RELATED AGREEMENTS FOR ANY SUCH SUBDIVISION SHALL ALLOCATE THE DIVISION OF THE FOUR HUNDRED (400) BEDROOMS BETWEEN THE RESULTING LOTS AND TOWN STAFF SHALL REVIEW THIS ALLOCATION AS PART OF THE PLAT REVIEW. THE RESULTING BEDROOM ALLOCATION SHALL ALSO BE RECORDED ON THE PLAT FOR EACH PARCEL.
 8. NO CELLULAR ANTENNAS OR TOWERS. DEVELOPER PROFFERS THAT ON PARCELS, 10, 11, 12 AND 13 THERE WILL BE NO ROOFTOP, BUILDING MOUNTED, OR FREESTANDING CELLULAR COMMUNICATION ANTENNAS OR TOWERS.
 9. FINAL TRAFFIC STUDY.
 - a. DEVELOPER PROFFERS THAT AT THE TIME OF SUBMISSION OF EACH SITE PLAN APPLICATION, DEVELOPER WILL PERFORM AND SUBMIT A FINAL TRAFFIC STUDY SUBJECT TO TOWN APPROVAL, TO EVALUATE THE LEVEL OF SERVICE ALONG SOUTH MAIN STREET AND TO DETERMINE ANY NECESSARY IMPROVEMENTS RESULTING FROM THE REZONING OF THE SUBJECT PROPERTY. THE STUDY SHALL INCLUDE LEVEL OF SERVICE IMPACTS TO THE FOLLOWING INTERSECTIONS OF SOUTH MAIN STREET:
 - (1) COUNTRY CLUB DRIVE; (2) THE TRAFFIC LIGHTED ENTRANCE TO THE KROGER SHOPPING CENTER; (3) ARDMORE STREET; (4) LANDSDOWNE STREET; (5) MARLINGTON STREET; (6) HUBBARD DRIVE; AND (7) KING STREET.
 - b. DEVELOPER WILL CONTRIBUTE TO THE TOWN OF BLACKSBURG \$25,000.00 TOWARDS THE COST OF ANY IMPROVEMENTS TO MITIGATE ANY REDUCTION IN LEVEL OF SERVICE AT THE TIME OF DEVELOPMENT. HOWEVER, IF THE RESULTANT LEVEL OF SERVICE IS C OR BETTER, NO IMPROVEMENTS SHALL BE REQUIRED.
 - c. FOLLOWING CONSULTATION WITH THE SURROUNDING NEIGHBORHOOD, TO PROVIDE A ROUNDABOUT OR OTHER TRAFFIC CALMING MEASURES OR OTHER INTERSECTION IMPROVEMENTS TO IMPROVE TRAFFIC FLOW AT THIS LOCATION. THIS CASH PAYMENT SHALL BE MADE TO THE TOWN PRIOR TO APPROVAL OF THE FIRST SITE PLAN.



TOWN ENGINEER	DATE
TOWN PLANNER	DATE